

PORTHCAWL PLACEMAKING STRATEGY

May 2022





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1.0 INTRODUCTION

1.0 INTRODUCTION

The purpose of this Porthcawl Placemaking Strategy is to provide a framework for the development of Porthcawl Waterfront over the short, medium and long term.

Placemaking draws upon an area's potential to create high quality development and public spaces that promote people's prosperity, health, happiness, and wellbeing in the widest sense. Placemaking adds social, economic, environmental and cultural value to development proposals resulting in benefits that go beyond a physical development boundary.

Seaside towns throughout the UK are facing significant challenges to their economic viability. Porthcawl has a world class coastline and chain of beaches and is in an advantageous position of having a significant area of land, directly linking the town centre to the superb and aptly named Sandy Bay, with capacity for transformational development that can make future Porthcawl a most attractive place to live, work, visit and invest.







2.0 CONTEXT



2.1 PORTHCAWL WATERFRONT

This Placemaking Strategy is focussed on 32 ha of land located to the west of Porthcawl Town Centre, also referred to as Porthcawl Waterfront. The focus area is indicated by the red line boundary opposite, stretching in a curve around Sandy Bay and comprising areas known as Hillsboro, Salt Lake, Griffin Park, Coney Beach, Former Monster Park, Sandy Bay (former caravan park), Newton Primary School and the Relic Dunes.

Whilst focussed on the Waterfront area, this Placemaking Strategy importantly considers potential impacts and benefits to the wider area of Porthcawl, its surroundings, the County Borough of Bridgend and Wales.



2.2 PLANNING CONTEXT

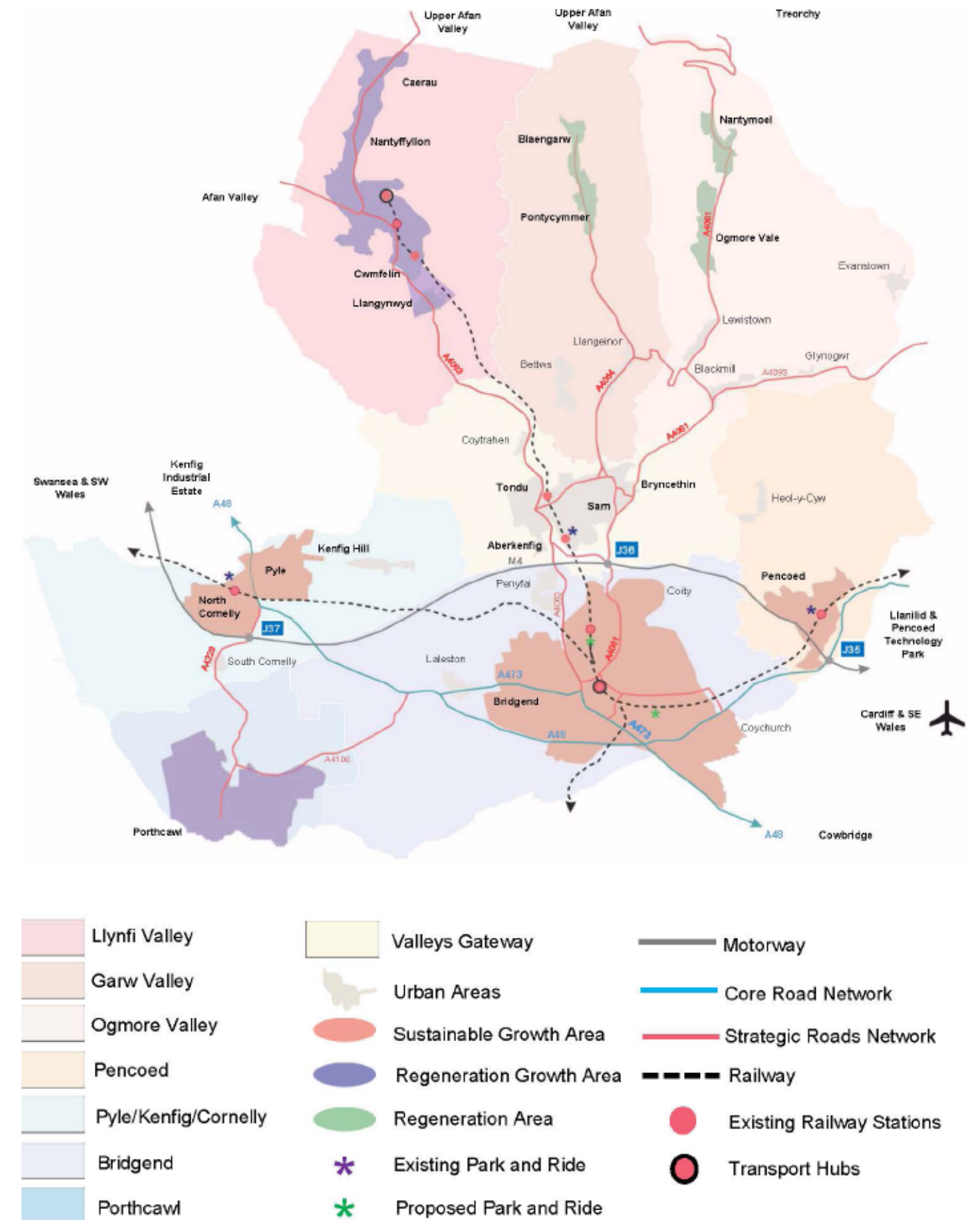
This Placemaking Strategy has been developed within the existing Planning Policy context of the existing Local Development Plan and associated Supplementary Planning Guidance, and also informed by separate consultation on the Replacement Local Development Plan.

With specific regard to the existing planning policy context the site is currently allocated for mixed development within the existing Local Development Plan. Policy PLA3 of the Adopted Local Plan sets out the Council's objectives for mixed use regeneration of brownfield under utilised sites and identifies the Porthcawl Regeneration Area as being a significant part of this strategy through its allocation as site PLA3(8). This allocation is supported by adopted Supplementary Planning Guidance (SPG), often referred to as the Seven Bays Project – Porthcawl Waterfront SPG.

In addition to the allocation in the Adopted Local Plan the site is identified as a Mixed-Use Strategic Development Site within the Replacement Local Development Plan Deposit Plan Public Consultation Document. Specifically, Policy PLA1 of the Replacement Local Development Plan Deposit Plan Public Consultation Document sets out that the Land at Porthcawl Waterfront is allocated for a comprehensive, regeneration-led, mixed-use development that will deliver circa 1,115 homes (including 30% / 335 units of affordable housing), incorporating a new one form entry Welsh medium primary school, a four classroom block extension at the existing English medium primary school, a new food store, leisure facilities, a bus terminus, recreation facilities, public open space, plus appropriate community facilities and commercial uses.

In addition to the planning status of the site at a local level, there is significant support for the proposed regeneration at a national policy level. Planning Policy Wales (PPW) supports the prioritisation of suitably located brownfield sites for regeneration purposes subject to other policy considerations.

When considered in the policy and procedural context outlined above, the creation of this Placemaking Strategy represents an important step in progressing the delivery of development across the Porthcawl Waterfront Regeneration Area, realising the regeneration objectives of the Council and wider national placemaking objectives of the Welsh Government.



2.3 THE WELLBEING OF FUTURE GENERATIONS ACT

This Placemaking Strategy is also informed by Government policy and guidance. Of particular importance is the Wellbeing of Future Generations Act which drives the improvement of social, cultural, environmental and economic well-being through legal obligation and seven Wellbeing Goals which must all be worked towards.

Throughout the Placemaking process, the emerging strategies have been reviewed against these goals and a summary review table is included in Section 4.8.



**A PROSPEROUS
WALES**



**A RESILIENT
WALES**



**A MORE EQUAL
WALES**



**A HEALTHIER
WALES**



**A WALES OF
COHESIVE
COMMUNITIES**



**A WALES OF
VIBRANT CULTURE
& THRIVING WELSH
LANGUAGE**



**A GLOBALLY
RESPONSIBLE
WALES**

2.4 THE 20 MINUTE NEIGHBOURHOOD

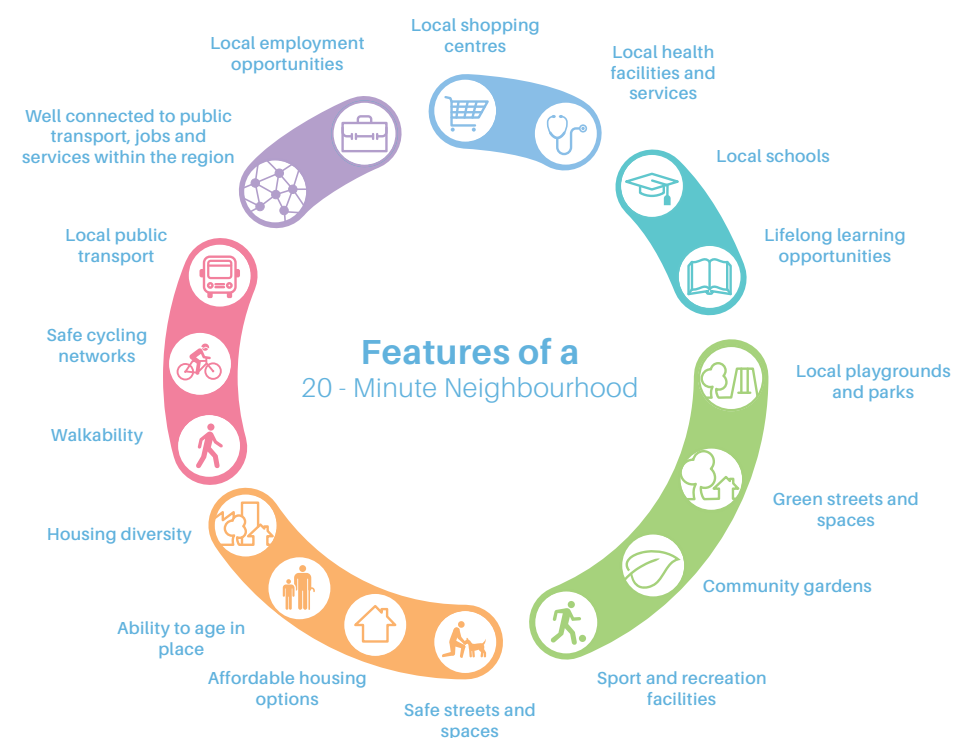
The idea of the '20-minute neighbourhood' has grown with interest around the world, especially since the COVID-19 pandemic put a spotlight on the importance of the liveability of where we live, and presents multiple benefits including boosting local economies, improving people's health and wellbeing, increasing social connections in communities, and tackling climate change.

The development should be viewed as a piece in a wider jigsaw providing a complete, compact and connected neighbourhood, where people can meet their everyday needs within a short walk or cycle.

The development must also work for tourism and meeting the needs of the tourist must be woven seamlessly into meeting the needs of the more permanent residents.

This approach aligns well with the seven Wellbeing Goals of the Wellbeing of Future Generations Act.

A summary review of the key placemaking strategies against 20 Minute Neighbourhood principles is included in Section 4.8.



2.5 COVID-19 PANDEMIC

The pandemic has permanently changed our approach to living with long term shifts in life/work balances and changes to how we occupy both our places of work and our homes. For many, home is also a place to work either full time or through flexible working arrangements. To do this our homes generally need to be larger and more flexible with access to fast broadband. Demand for shared, collaborative and social workspace has grown to reflect new ways of working, accelerated by the pandemic.

Periods of lockdown have also led to greater value placed on access to fresh air, open space and green space with outdoor exercise, walking and cycling increasing in popularity.

The Porthcawl Waterfront development offers an opportunity to 'Build Back Better' by raising space and quality standards, introducing new home typologies that properly facilitate home working and integrating high quality, publically accessible open spaces, biodiversity and nature.



2.6 CLIMATE EMERGENCY

On the 29th April 2019, the Welsh Government formally declared a Climate Emergency in Wales underlining the challenge of climate change which threatens our health, economy, infrastructure and our natural environment.

Welsh Government confirmed a determination to deliver a low carbon economy at the same time as making our society fairer and healthier and recognised this can only be achieved through collective action facilitated by government in a central role. Welsh sustainable development and environmental legislation was already recognised as world leading and Welsh Government set out a clear vision to use that legislation to set the pace of change.

Porthcawl Waterfront will be developed within the comprehensive framework of progressive legislation set out and this Placemaking Strategy has particularly recognised the Wellbeing of Future Generations Act, set out in section 2.3, as a guiding document and benchmark.

Consultations have confirmed a public desire to exceed simple compliance with legislation and to fully utilise the opportunity to push further with sustainable design, carbon and energy reduction in particular.



2.7 HOUSING CRISIS

Whilst, expectedly, consultation exposed a range of public views regarding the building of new homes, there is overwhelming recognition of the need to provide new homes in Porthcawl for the people and future generations of Porthcawl. These homes should include a wide range of sizes and typologies and include a significant content of affordable homes with a range of tenures.

Steps should be taken to ensure new homes truly contribute towards meeting housing demand and are not lost to 'second homes' as can be the case in popular and scenic seaside locations.

Whilst there is an urgency to providing new homes, they need to be well designed and well built, of a size and flexibility that allows changes to occupants' lifestyles and ageing in place to foster stronger, long term communities. They should also be highly sustainable with low carbon and low energy footprints.

Consultations confirmed support for a strategy for new homes to be more concentrated in the eastern area of the development, becoming more interlaced with commercial and leisure uses towards the town centre. New housing developments should be highly permeable to pedestrians and cyclists and feel welcoming, incorporating soft landscape, open areas and spaces to play.



2.8 COMMUNITY CONSULTATION

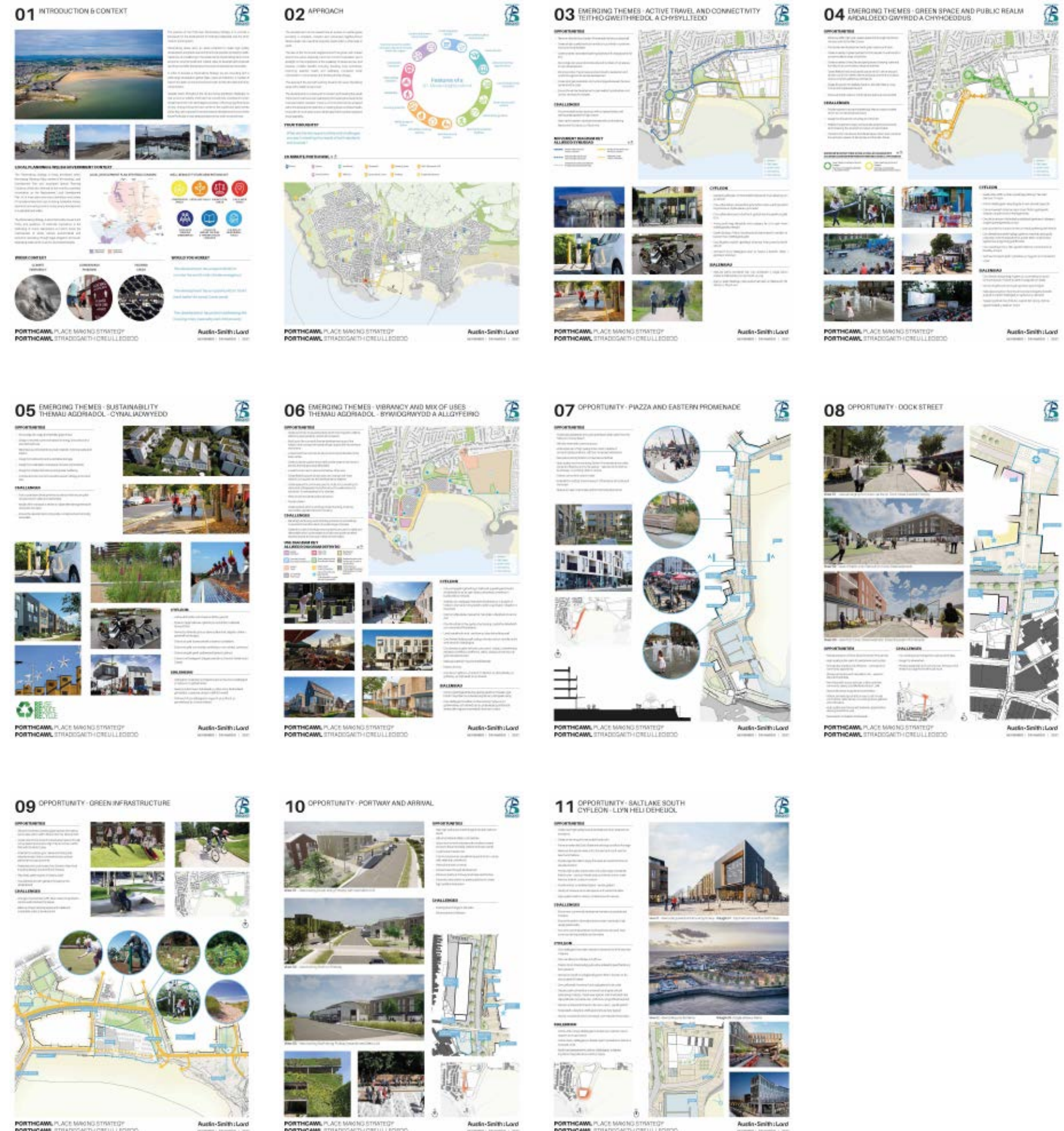
In order to develop this Placemaking Strategy consultation was carried out across a wide range of people to gather ideas, views and opinions. A number of topics were set out to help stimulate and frame conversations with key stakeholder groups through online sessions and the public through a two day manned exhibition, outdoor public exhibition and web based consultation.

Formal stakeholder groups included:

- Porthcawl Comprehensive
- Porthcawl Civic Trust
- Sustainable Wales
- Porthcawl Town Council
- A Voice for the Future of Porthcawl
- Parkdean Resorts (Operators of Trecco Bay Caravan Park)
- Evans Family (landowners within the regeneration area and operators of Coney Beach Funfair)

Over 1000 members of the public attended the two day exhibition in November 2021 providing valuable real-time views and feedback in addition to around 150 formal written responses. The extent of public engagement underlines the significance of the Porthcawl Waterfront development and the desire of the community to help shape the future through Placemaking.

Whilst there was a natural range of opinions, there were many areas of common views being held and of in principle support. The Placemaking Strategy has responded directly to the consultations, reinforcing those ideas and concepts receiving high levels of support and significantly changing other areas and ideas. This applies in particular to Salt Lake Central where the final Placemaking Strategy proposes less built form in favour of creating more public open space and opportunities for a variety of formal and informal leisure activities in tandem with the proposed surrounding ground floor uses.







3.0 KEY THEMES & STRATEGIES

Four Key Themes have been identified as critical to the future success of Porthcawl Waterfront and Principal Strategies developed, informed by consultation, to act as a framework for future development.

3.1 CONNECTIVITY

Having no railway station, Porthcawl faces a particular challenge from car domination. Indeed, in high season and at weekends, much of the development area is dominated by parked cars and whilst the ability to drive onto Salt Lake and park may be regarded as convenient by some, it is visually unfortunate, fails to create an appropriate impression on arrival and sterilises a large area of land, immediately on the sea front that could provide a far greater and wider benefit to the future of the town. This, of course is in addition to the environmental impact of petrol and diesel fuelled vehicles.

There can be no doubt that any future development must seek to address this issue whilst recognising the critical assistance required at a wider scale through improvements to bus services, potential park and ride schemes, car sharing initiatives etc.

Consultation confirmed a universal desire to reduce the dominance of and reliance upon the car. Even with an ongoing shift to electric vehicles, they compromise the quality of the environment and opportunities for people to enjoy active travel or simply open space. There is also a realism that vehicles must continue to be catered for, particularly in the short term whilst modal shift takes place.

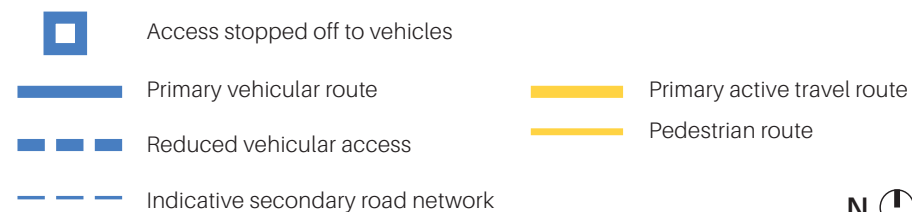
New development should focus on pedestrian and cycle movement, promoting Active Travel. This will be achieved by providing a comprehensive network of high quality highly legible and navigable pedestrian and cycle routes throughout the development and connecting with the town and coast beyond.



3.1 CONNECTIVITY

PRINCIPAL STRATEGIES:

- 1 Provide a multi storey car park on Hillsboro to cater for both tourist and resident needs.
- 2 Remove vehicles from Eastern Promenade with the exception of restricted servicing.
- 3 Create a high quality facility for arrival by bus, linked to cycle hire and community facilities.
- 4 Incorporate EV charging opportunities throughout all areas of the development.
- 5 Reduce the number of car spaces provided within the development areas below current standards to promote more active and greener travel.
- 6 Enhance Active Travel routes and prioritise the pedestrian and cyclist throughout the whole development.
- 7 Create stronger pedestrian and cycle linkages between the town centre and the coast, particularly through the extension of Dock Street as an Active Travel route.
- 8 Ensure the whole development is permeable to pedestrians and cyclists and easy to navigate.
- 9 Open up the Sandy Bay development areas through a new access road for both vehicles and Active Travel and prevent vehicular access to the new development areas from Mackworth Road, Sandy Lane and Rhych Avenue.
- 10 Divert vehicular access to High Tide off Mackworth Road and Sandy Lane onto the new access road.



3.2 OPEN SPACE

The Covid 19 pandemic has brought the health and wellbeing benefits of access to open space and green space into sharp focus. Residents of and visitors to the new development will have a wide range of open space expectations and needs from quiet sitting and contemplation to vigorous exercise and specialist sports. Some of these activities may utilise the natural resources of the area such as the sea, beach, dunes or simply a sheltered sunny spot with a view whilst others may require specialist installations, tracks and equipment.

Some outdoor activities require a small space and some, larger spaces. All catered for individually and in isolation, the space demand can quickly take most if not all the space available which points to the creation of multi-use, flexible spaces to accommodate a range of activities at different times, with some of the larger, specialist sports catered for elsewhere within the town or region.

Consultation suggests open space should be created throughout the development with a range of characteristics from flexible, all weather hard public realm to softer green space. There should be a range of scales from more intimate spaces to larger spaces capable of hosting gatherings and outdoor events and there is support for linking these spaces together, to be experienced on foot or by cycle. Some open spaces should provide a means of shelter from the wind and rain, either as a permanent or moveable feature.

Whilst a development wide distribution of open space is important, consultations confirmed a strong desire to have a significant amount of open space located around Salt Lake relating closely to arrival, the town centre and existing open space around the marina and Eastern Promenade.



3.2 OPEN SPACE

PRINCIPAL STRATEGIES:

- 1 Create a significant area of high quality, flexible public realm along Salt Lake and Eastern Promenade to accommodate a wide range of outdoor leisure activities, partly permanent, partly temporary in nature. Activities may include markets, fayres, exhibitions and festivals, pop up retail, performances, outdoor cinema, mini golf, fairground stalls and rides.
- 2 Link the existing marina and Cosy Corner into the new development through high quality public realm, providing spaces to meet, sit and enjoy the location and activities, supported by cafes, leisure and community facilities in the new development.
- 3 Provide some elevated areas of publically accessible space to maximise enjoyment of views out toward the sea.
- 4 Transition from the dense, hard landscaped, urban town centre to the vast open spaces of the beach and Relic Dunes
- 5 Enhance Griffin Park and create a green link through the former Monster Park to the Relic Dunes.
- 6 Create a variety of green spaces from formal park to wild wood to accommodate a range of activities which may include equipped play, outdoor gym, exercise trails, cycling trails or tracks, bowls, tennis, temporary supervised sports such as archery.
- 7 Punctuate new development with green spaces and trees.
- 8 Enable occupants to enjoy some private amenity and security whilst keeping the development open and permeable
- 9 Ensure all public realm is of the highest quality and accessible.



Green infrastructure key points and linkages



Public Realm key points and linkages



3.3 MIX OF USES, DISTRIBUTION AND SCALE

Porthcawl Waterfront occupies a pivotal position, connecting directly to established areas of commercial, leisure, tourist and recreational use along with housing and schooling. The development provides an opportunity to blend those uses across the site to build upon and enhance Porthcawl’s reputation as a tourist destination, provide greater opportunities for commerce and employment whilst providing high quality new homes, community facilities and public open space. These uses will combine with enhanced opportunities for active and green travel whilst recognising an ongoing need to manage cars and traffic.

Whilst some areas of the development may most appropriately focus on either leisure or housing uses opportunities should be taken to create significant areas of mixed use, with 24 hour occupation and a rich variety of active ground floor spaces with homes above.

This Placemaking Strategy anticipates around 1100 new homes distributed across the development in a range of typologies from larger family houses to apartment living.

The extent of commercial and leisure space will ultimately be driven by viability whilst studies suggest utilising ground floor frontage to the new bus interchange, along an extended Dock Street, eastern Promenade and Sandy Bay West (formerly Coney Beach) could provide 4000 sqm of space for a wide range of uses including cafes, local retail, craft workshops and outlets, community and information centres, satellite health and education facilities, shared workspace, gym, tourist attraction, arts and gallery space, museum outreach.

Salt Lake South could accommodate a high quality hotel with associated restaurant, café and bar space, further local retail and tourist attractions.

In addition, the flexible public open space will accommodate pop up retail, markets, fayres, festivals, outdoor performances, formal and informal leisure activity.

New development should be bold, attractive and of high quality, sustainable design. Development on Salt Lake and Sandy Bay West (Coney Beach) is envisaged as 4 or 5 storeys with the taller development facing outward to the bay with active ground floor use. There is opportunity for part of the Salt Lake South development to be taller to act as a beacon for the development, particularly on arrival. As the development approaches areas of existing traditional and terraced homes to the north and east the height of new development will drop to 2 to 3 storeys.



Approximately 1100 new homes of mixed tenure and typology



30% of new homes to be affordable



Potential for 4000 m² of commercial and community uses within a mixed use setting



Potential for new hotel



1950 m² new foodstore














4 x Bay Bus Interchange and Cycle Hub

3.3 MIX OF USES, DISTRIBUTION AND SCALE

PRINCIPAL STRATEGIES:

- 1 Create a rich mix of use and activity which has long term viability, attracting new residents, visitors and investors. Those uses include leisure, commercial, retail, community, recreation and housing.
- 2 The blend of residential to other uses should graduate east-west across the site with the primary usage being residential to the east and primarily leisure and commercial to the west and town centre.
- 3 Build upon the successful leisure development around the marina and increase the variety of high quality offer for residents and tourists.
- 4 Compliment the commercial, leisure and cultural facilities of the town centre.
- 5 Residential development to the east will be characterised largely by family housing and to the west by apartments located next to and above other uses such as commercial and community.
- 6 Blend home living, work and play activities to successfully co-exist and meet the needs of a wide range of people.
- 7 Create a stunning place to live with a wide range of homes and tenures that are genuinely affordable.
- 8 Create flexible spaces whose uses can change over short, medium or long term as the development is realised.
- 9 Create spaces for community use, for clubs, for co-working, for artists and craftspeople, for performance, for celebrations, for education, for entrepreneurs, for charities.
- 10 Enable the expansion of Newton Primary School.
- 11 Provide space that could accommodate healthcare facilities whether that is a full time primary healthcare surgery or a drop-in satellite facility.
- 12 Provide shelter.
- 13 Create a place which is exciting, forward looking, inspiring, aspirational, innovative and memorable.
- 14 Create the scale of development required to ensure it is viable and deliverable which is permeable and welcoming with excellent amenity spaces and access to fresh air and nature.

- | | | |
|---|---|---|
|  Leisure |  Metro link |  Residential |
|  Commercial / retail |  Green infrastructure |  Residential areas with mixed uses at ground floor |
|  School |  Public realm |  Car parking |
|  Future development opportunity |  Key community use opportunity | |



3.4 SUSTAINABILITY

As already set out in section 2.6 Climate Emergency, there is a clear need for the new development to do all it can to counter climate change and the principles of sustainable design, toward zero carbon and energy should pervade all future development proposals.

Opportunities should be taken to address this not only in the built form and construction but also in working with existing and future communities to facilitate initiatives for ev car pools, e bike hire, green community transport schemes, the use of local labour and suppliers, nature and wildlife preservation.



3.4 SUSTAINABILITY

PRINCIPAL STRATEGIES:

Seek to push beyond simple compliance with legislation and take opportunities to quicken the pace of positive change towards addressing climate change through net zero carbon and net zero energy design and development initiatives.

Design to exceed current standards for energy and carbon and exclude fossil fuels.

Promote 'passive' principles of sustainable design such as well considered orientation to maximise solar benefits, super insulation and high standards of air tightness.

Maximise the viable use of green energy technologies such as ground source heat pumps, solar and wind with battery storage incorporated. Consider the use of district heating.

Reduce the number of car spaces provided within the development areas below current standards to promote more active and greener travel.

Incorporate EV charging opportunities throughout all areas of the development.

Enhance Active Travel routes and prioritise the pedestrian and cyclist throughout the whole development.

Maximise use of local and recycled materials, minimise waste and plastics.

Design for biodiversity and sustainable drainage.

Design for sustainable, more equal, inclusive communities.

Design for a better life balance and greater wellbeing.

Ensure the development is physically, socially and economically accessible.







4.0 FUTURE DEVELOPMENT AREAS

4.0 OVERVIEW

Six principal areas of future development have been identified. Each area may contain several sub areas representing development opportunities in their own right, some of which are already committed to or underway. The diagramme opposite has gaps between the areas for clarity, such as along the extended Dock Street or new foodstore access road. In practice, these areas of new or improved highway or public realm will need to be delivered as part of an adjacent development, whichever comes first.

The following sections set out key criteria and recommendations for each area but stop short of forming a detailed development brief or design code. It is anticipated that individual development briefs will be created incorporating the principles and strategies within this Placemaking document.

Three sites, outside of the Waterfront area itself, have also been identified as possible areas for future enhancement including; A - The Square, B - Awel Y Mor Community Centre and C - The Police Station.

The following pages begin with further consideration of the urban realm and green corridor infrastructure that is woven throughout the entire site, and which binds the future development areas together.



4.1 URBAN REALM AND GREEN CORRIDOR INFRASTRUCTURE

Crucial to the future success of the Porthcawl Waterfront development, and central to this Placemaking Strategy, is the creation of significant, high quality public open space, incorporating both hard and soft landscape.

The following pages set out two principal elements of proposed public open space:

A series of large, interconnected public open spaces located across the Western development area, which are predominantly hard surfaced with green landscape within them

A series of large, interconnected public open spaces located across the Eastern development area, which are predominantly soft landscaped with hard surface paths within them

These two principal elements also connect with each other, particularly at the 'hinge' of the development area around Griffin Park and former Coney Beach.

It has yet to be determined whether these principal elements are delivered as 'infrastructure' in an enabling works fashion or in sections as part and parcel of individual development areas. In the latter case, it will be important to have an overall design to ensure consistency of quality and approach.

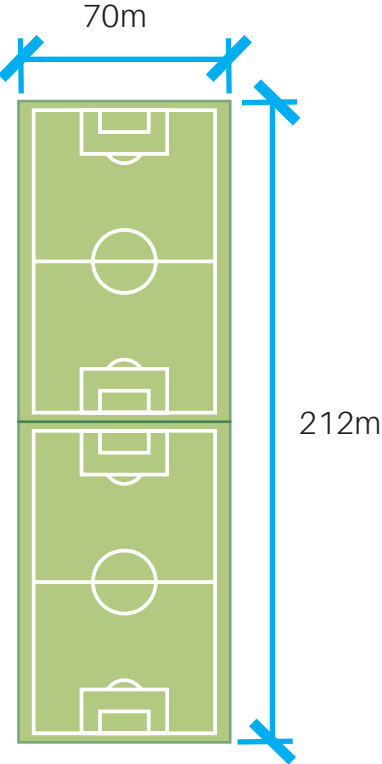
The images opposite show a strategy for creating high quality urban realm which include an extension to Dock Street towards the Eastern Promenade, a new Piazza area associated with a development on Salt Lake South, a new Plaza area associated with the new Metro Bus Link arrival point and a significant, 14,000 sqm Public Square located along Eastern Promenade and running from Dock Street to Coney Beach. Whilst some of these areas will need to accommodate restricted and occasional service access, they are fundamentally public realm for pedestrians and cyclists and designed to accommodate a wide range of outdoor activities and events. Further commentary regarding uses is provided within the following Development Area sections of this document.

Public consultation revealed a common desire to understand the scale of the open spaces proposed and so p31 shows the Public Square and Piazza alongside other familiar, local spaces including the Oval Basin in Cardiff Bay, and the waterfront areas in Barry and Aberavon. Reference to these existing spaces, which host a wide range of permanent and temporary outdoor leisure activities and amenities, enables the scope of possibilities to be envisaged for Porthcawl Waterfront.

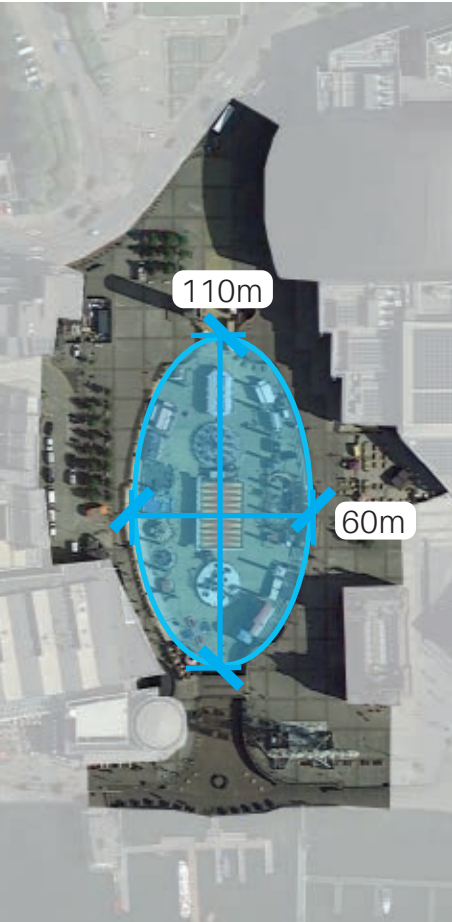


4.1 URBAN REALM AND GREEN CORRIDOR INFRASTRUCTURE

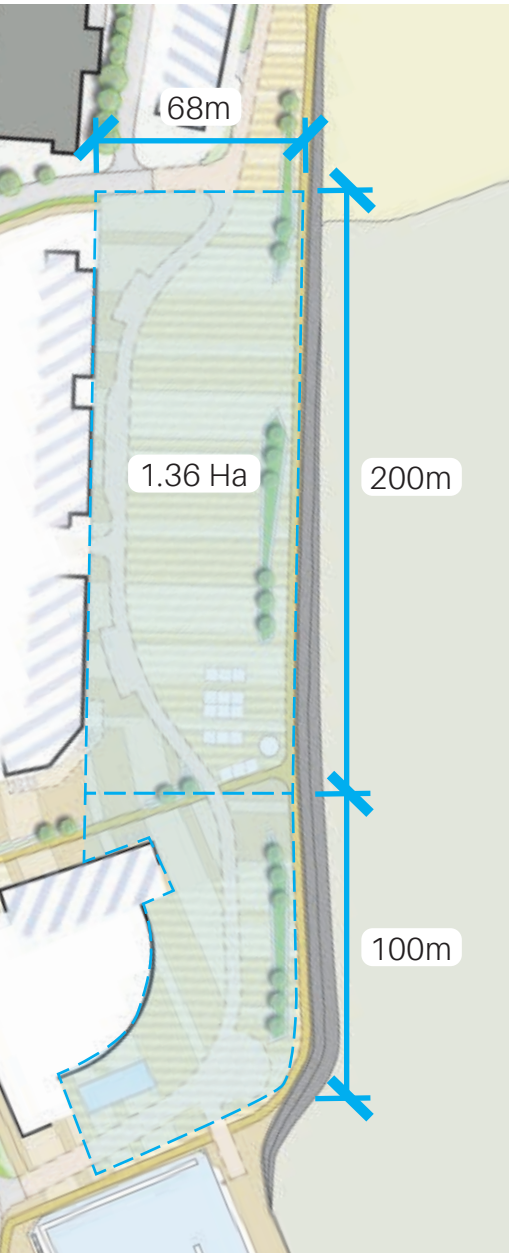
2 X FOOTBALL PITCHES



OVAL BASIN, CARDIFF BAY



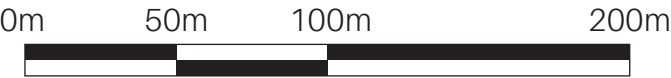
PROPOSED OPEN SPACE



BARRY ISLAND



ABERAVON BEACH

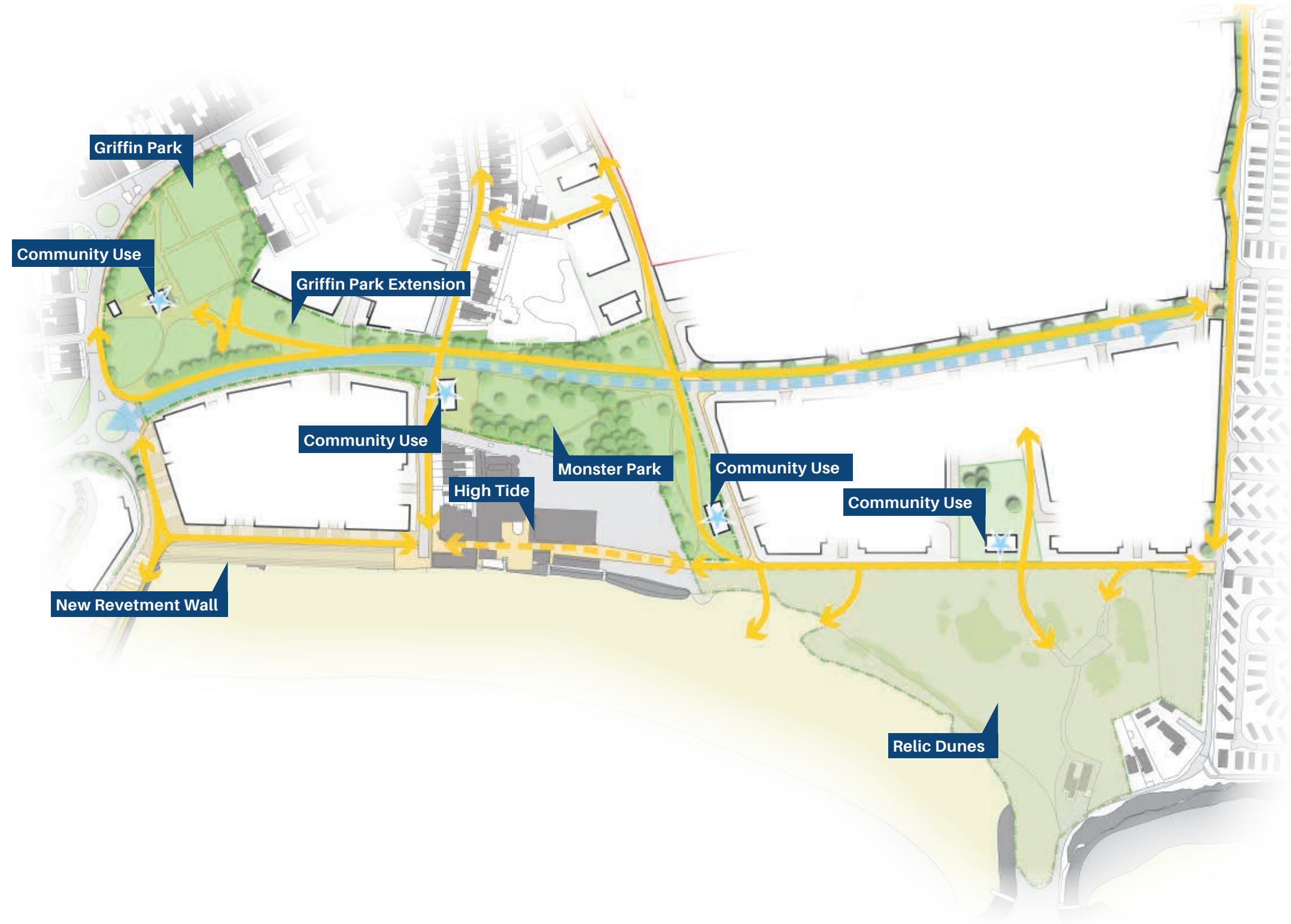


4.1 URBAN REALM AND GREEN CORRIDOR INFRASTRUCTURE

The second principal element within the public open space strategy runs from Griffin Park to the Relic Dunes, comprising of a series of interconnected open spaces that are primarily soft landscape and 'green'.

This connection of green spaces does not currently exist as it is interrupted by the Coney Beach funfair which sits on a plateau above Griffin Park. The intention is to reduce some of these levels to allow a connection to run west-east through the entire Eastern development area. Whilst also enabling vehicles to pass from New Road into the Sandy Bay development areas, this corridor is designed for pedestrians and cyclists and to further promote Active Travel.

This green corridor makes good use of existing green infrastructure and soft landscape and will accommodate a wide range of outdoor leisure activities. Further commentary on these potential uses is to be found over the following pages that describe each future development area.



4.1 URBAN REALM AND GREEN CORRIDOR INFRASTRUCTURE

OPEN SPACE PRECEDENT IMAGES



4.2 SALT LAKE SOUTH

Envisaged principally for Leisure use as a natural extension to the harbour, Jennings Buildings, Cosy Corner and marina, the site connects those areas to a pedestrian and cycle extension of Dock Street leading directly into the town centre and also to Eastern Promenade.

Whilst some vehicles will be permitted between the site and marina, in particular to enable boats to be lifted in and out, and along Eastern Promenade this will be restricted for essential access and servicing and three sides of the site will be fundamentally pedestrianised. Portway will continue as a primary vehicular route providing servicing opportunities whilst recognising the quality of this frontage remains important.

The northwest corner of the site is prominent on arrival at the new bus interchange, walking or cycling from the town centre or on foot, having parked in the new MSCP on Hillsboro. This should be recognised in the design approach and there is an opportunity to create a taller feature in this location.

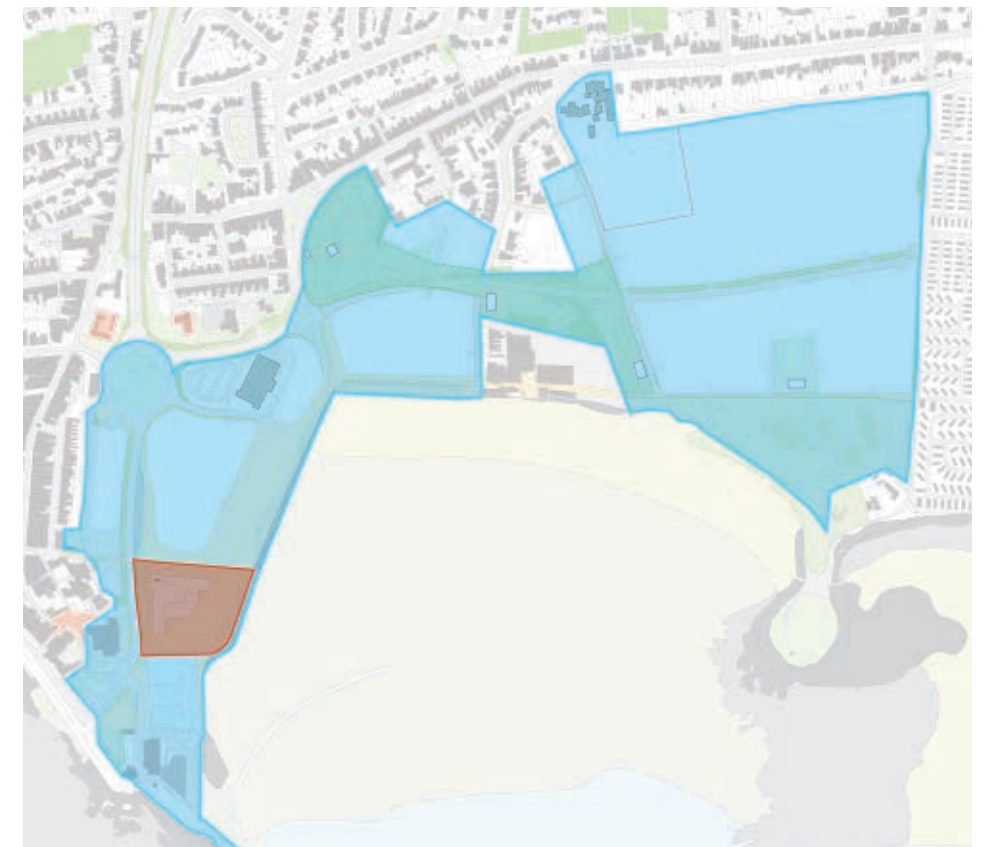
The development should take advantage of the southerly and easterly orientation with superb views out across the bay and channel. Opportunities should be taken to provide publically accessible space at an elevated position to enhance this experience.

The development should provide a meaningful area of public realm to the south and east which has the feel of an open piazza, rather than a travel corridor whilst it will accommodate an active travel route and the coastal path.









This area of public realm should be of the highest civic quality and there is a clear opportunity to include public art and further areas of water or fountains. The public realm should offer places to sit, meet and relax and could include external performance space.

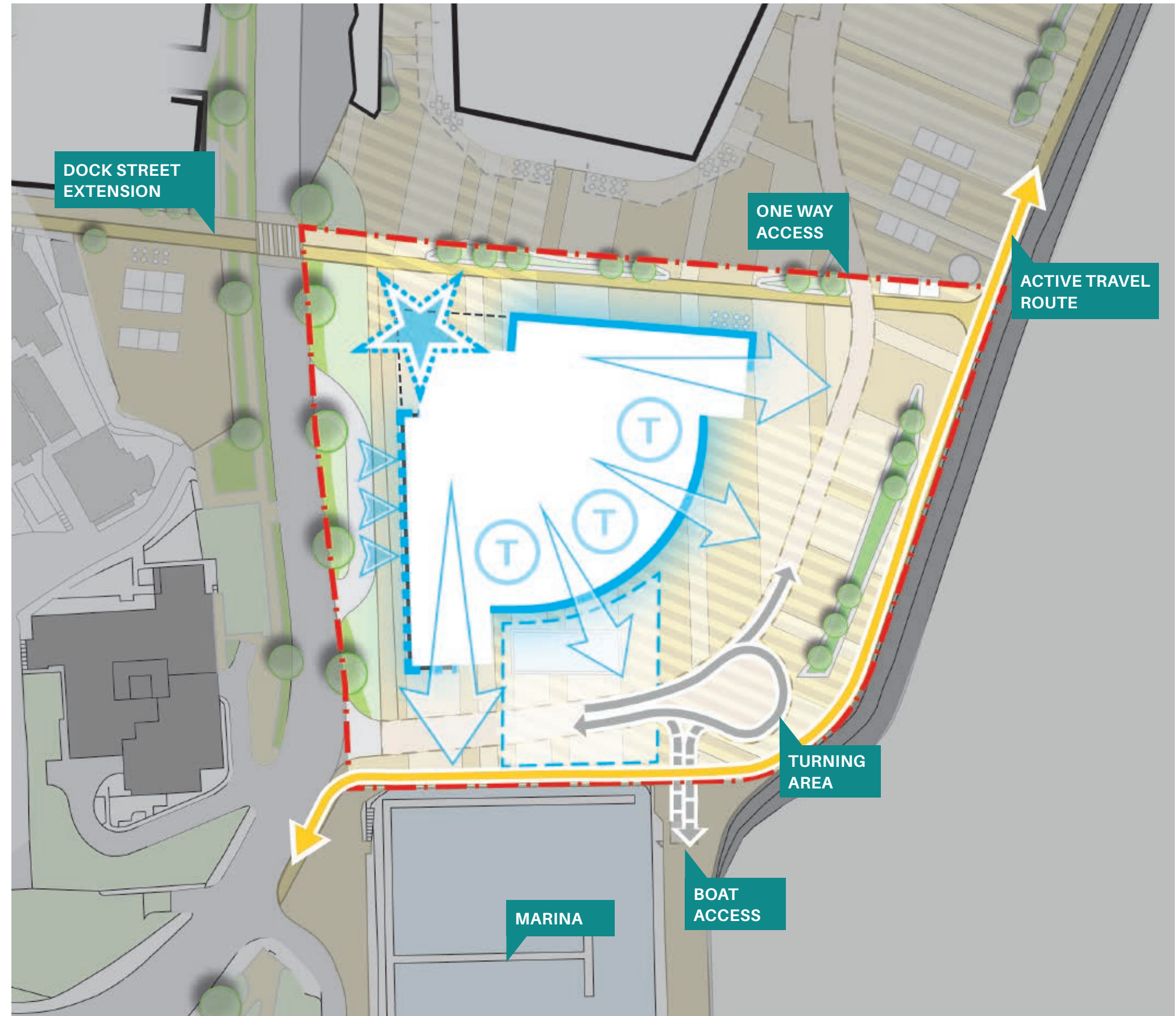
There should be a vibrancy to the development through active ground floor uses, such as cafes which can spill out with external seating areas under shades and canopies.

Parking would need to be underground or catered for through the new MSCP which is very close by.



4.2 SALT LAKE SOUTH

-  Take advantage of views out and Sun path
-  Key Corner - Built form to address extended Dock Street and new Bus Interchange Plaza
-  Public Realm to connect new development with Marina
-  Frontage to extended Dock Street and towards Eastern Promenade. Frontage to be active at ground floor
-  Frontage to Portway could accommodate servicing
-  Potential service access
-  Opportunity for publicly accessible roof terraces
-  Access required for boats on trailers



4.3 SALT LAKE CENTRAL

This Strategy anticipates a mixed use development located to the north and west of the site creating generous public open space along the extended Dock Street and in particular along Eastern Promenade. This latter space, approximately 68m wide from sea wall to new frontage and approximately 300m long will accommodate a wide range of outdoor leisure activities, partly permanent, partly temporary in nature. Activities may include markets, fayres, exhibitions and festivals, pop up retail, performances, outdoor cinema, mini golf, fairground stalls and rides. A comparison of scale to other open spaces in the region is included in Section 4.1.

This open space will also contain an active travel route and the coastal path whilst enabling restricted vehicular access for essential servicing. By creating a high quality shared surface, flexibility of future use can be maximised. Trees and planting will be incorporated without compromising flexibility. Underground provision for temporary power and drainage connection should be incorporated. There are further opportunities for artwork, educational and fitness trails or outdoor museum pieces.

The site incorporates a new bus interchange, the design and delivery of which is already in hand directly by Bridgend County Borough Council. The approach is to provide a simple linear bus interchange off Portway with a continuous, enclosed shelter. This provides a major arrival point by bus, recognised by the creation of an area of public open space or plaza which will allow other community facilities to be located such as e-bike hire, tourist information, potential drop-in public services, potential library, health and learning spaces and café.

The development will have important frontages on all four outward facing sides with vehicular access from a new access road off the Portway roundabout. This Strategy anticipates a courtyard space being created to accommodate parking spaces (1 space per dwelling) in a landscaped setting that also utilises the existing level changes across the site to form undercroft parking and servicing along the west and southern edges in particular. The courtyard space should be permeable to non-residents, particularly in an east-west direction.

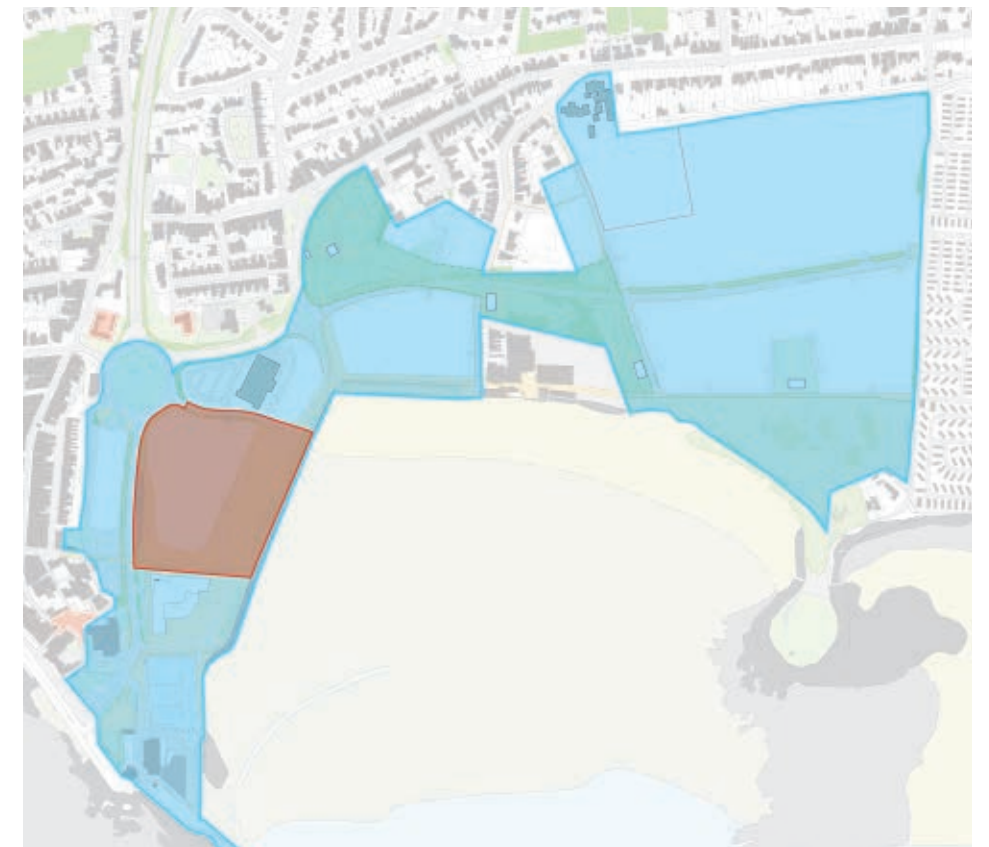
Development is anticipated as being five storeys facing the bus interchange, Dock Street and Eastern Promenade enabling four floors of residential accommodation above other uses, dropping to four stories to the northwest.

The northwest corner of the development should respond positively to its position on arrival into Porthcawl.









The ground floor of the development should have a range of active uses such as cafes, local retail, galleries and community space, which spill out onto the public square, providing vibrancy and colour.

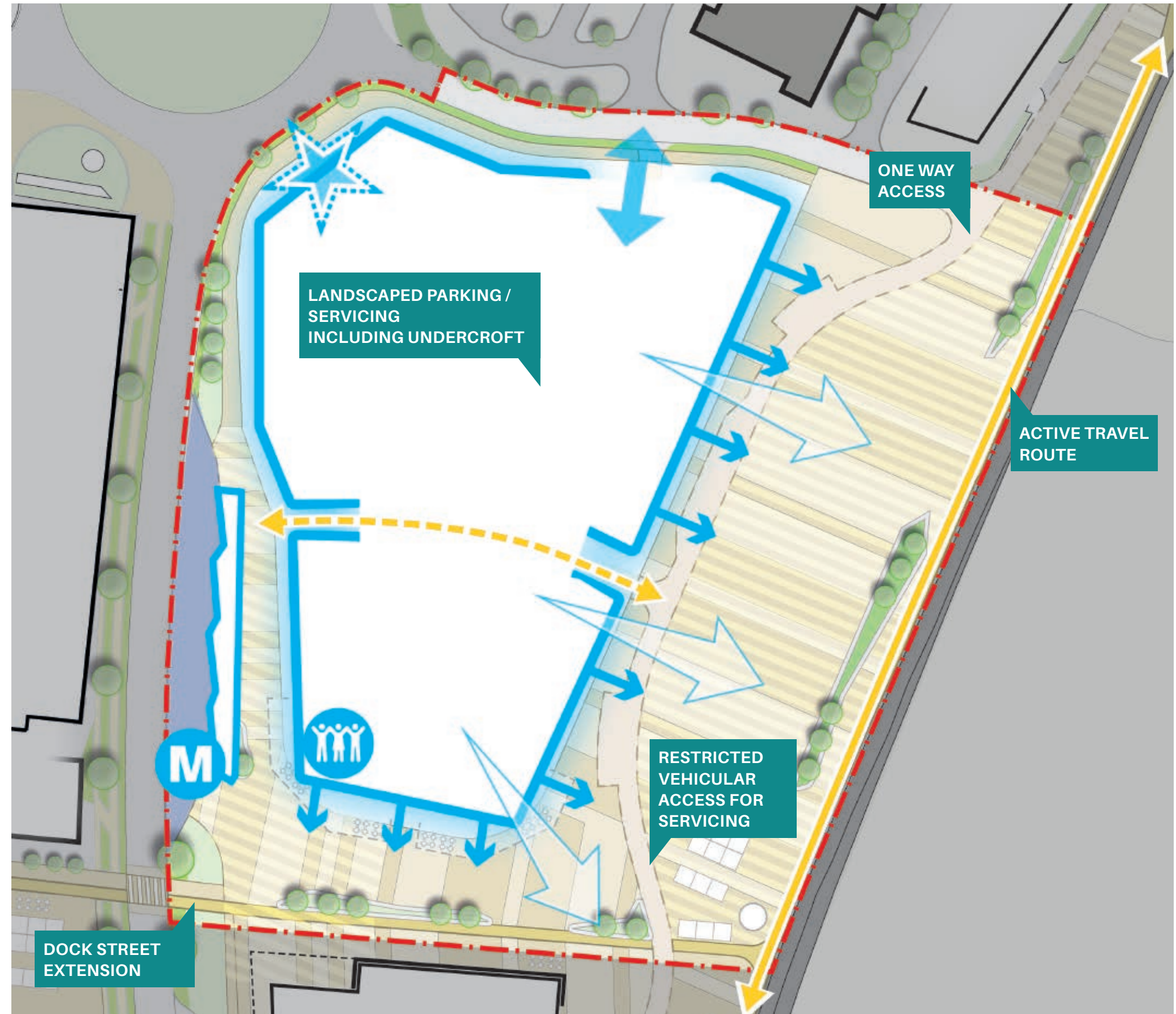
New homes are envisaged as apartments or duplexes providing high quality modern living space and benefiting from the shared amenity offered by their location. The homes will be designed to facilitate new styles of home working and could be supported by shared workspace within the development.

Ground floor flexible space within the development will also open up the potential for access to health services subject to take up. By way of guidance, initial studies suggest upto 2350m² of ground floor space may be available for non-residential use, subject to viability.



4.3 SALT LAKE CENTRAL

-  Multi purpose high quality public realm
-  Restricted vehicular access for servicing
-  Metro Bus interchange and Cycle Hub
-  Community Hub - potential Cafe, Community Services, Library
-  Frontage
-  Active Frontage at ground floor
-  Key corner on approach
-  Vehicular access

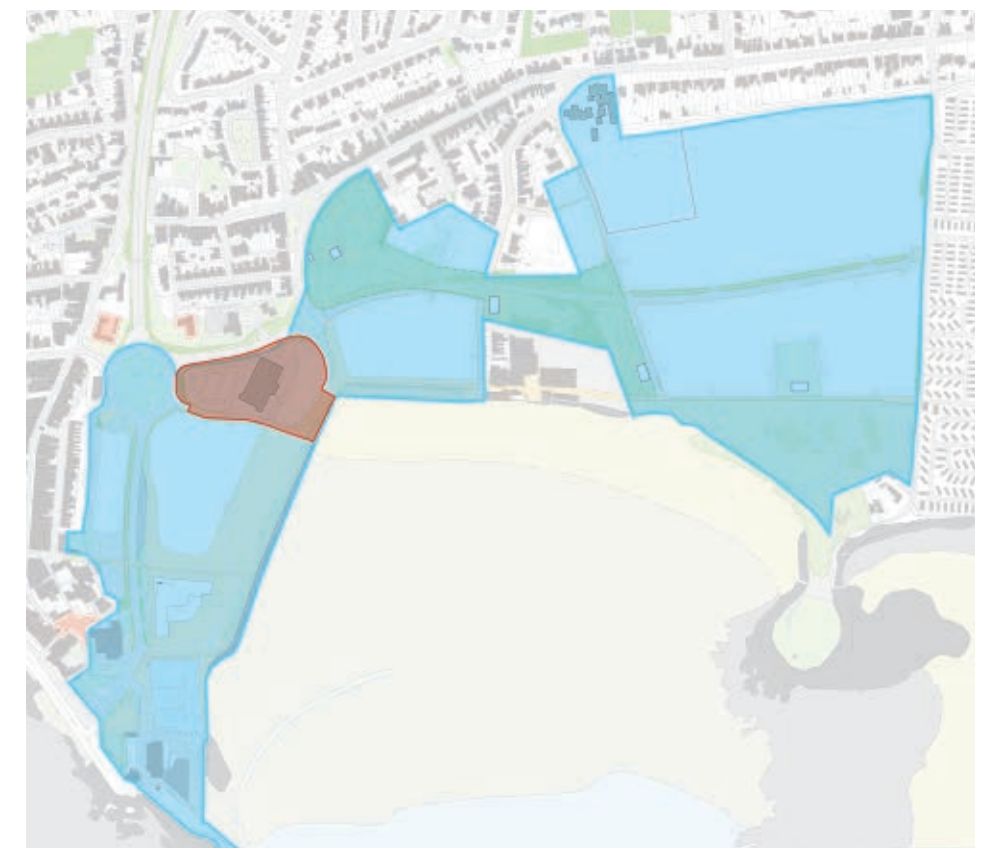


4.4 SALT LAKE NORTH








This wedge shaped area is defined to the north by New Road and to the south by a new access road from the Portway roundabout. To the east it has frontage out over Sandy Bay and also southward over the new Central Square. There is an existing commitment to provide a foodstore and parking over two thirds of the site facing New Road whilst the eastern part of the site is envisaged as a four or five storey development providing new homes above active ground floor frontage to effectively link similar uses in Salt Lake Central to Sandy Bay West. Following the pedestrianisation of Eastern Promenade, vehicular access will be from the new access road which will have pedestrian and cycle connection only into the new Public Square, whilst temporary or emergency vehicular access can be designed for.

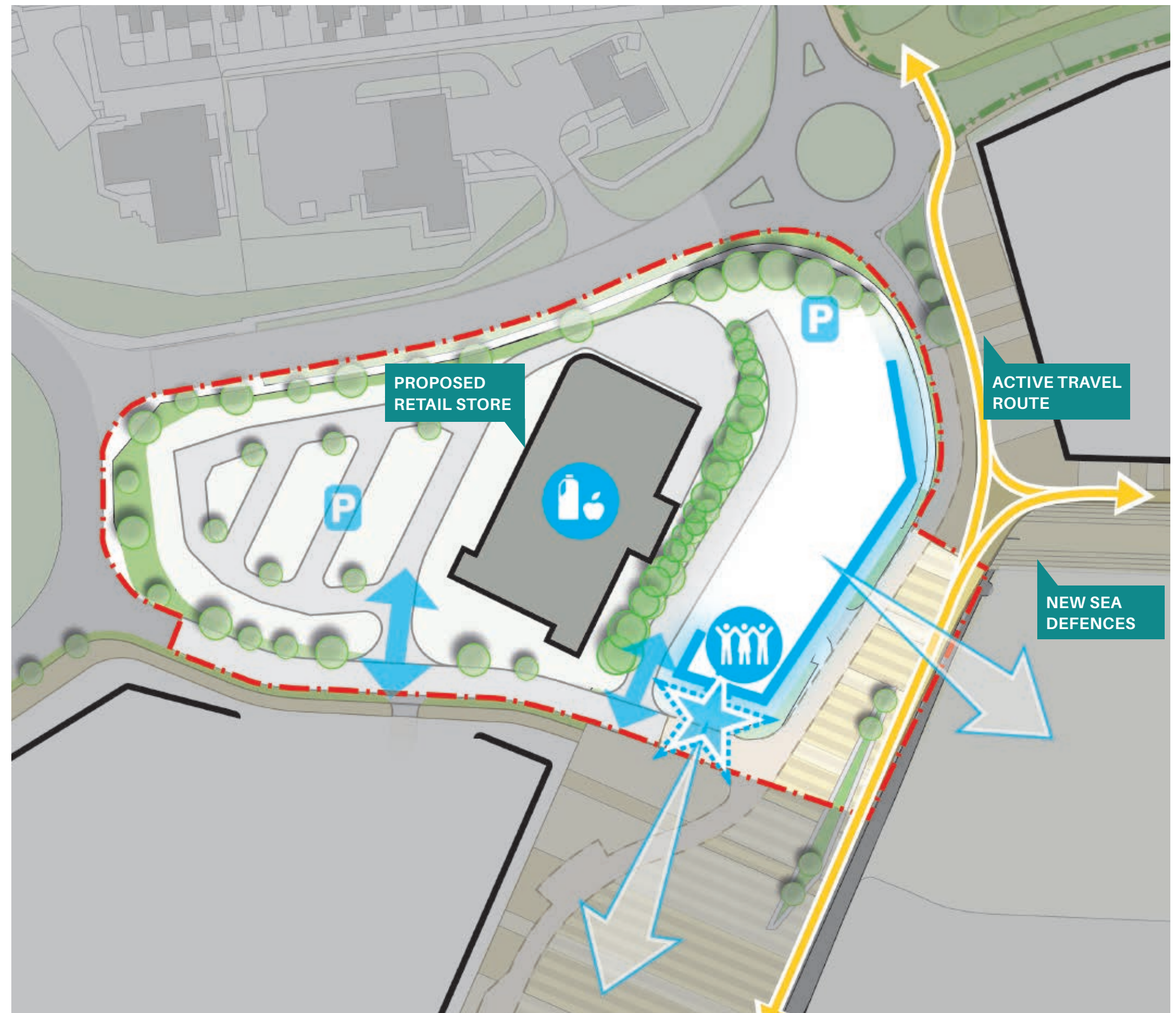
The Public Square and Promenade frontage provides an opportunity for publically accessible spaces and a possible community hub.

Whilst accommodating restricted service access, active travel and the Coastal Path, the space between Salt Lake North and Sandy Bay West will become an important public space at the 'hinge' of the development and the first point at which direct access to the beach is possible when approaching from the town centre to the west. Visitors may use the new access road route if moving directly to the beach whilst they may also elect to move along the Dock Street extension and through the new Public Square to take in the wider development experience and atmosphere.



4.4 SALT LAKE NORTH

-  Landscaped Parking
-  Vehicular Access
-  Key Elevation / Corner onto Public Realm
-  Visual screen to Foodstore
-  Frontage
-  Community facility opportunity - Cafe / Club space
-  Foodstore



4.5 HILLSBORO

This area of existing surface parking will be more positively connected to the town centre by the improvement and extension of Dock Street which effectively creates a large northern area of site and a more compact southern area.

Prioritisation should be given to pedestrians and cyclists crossing Portway.

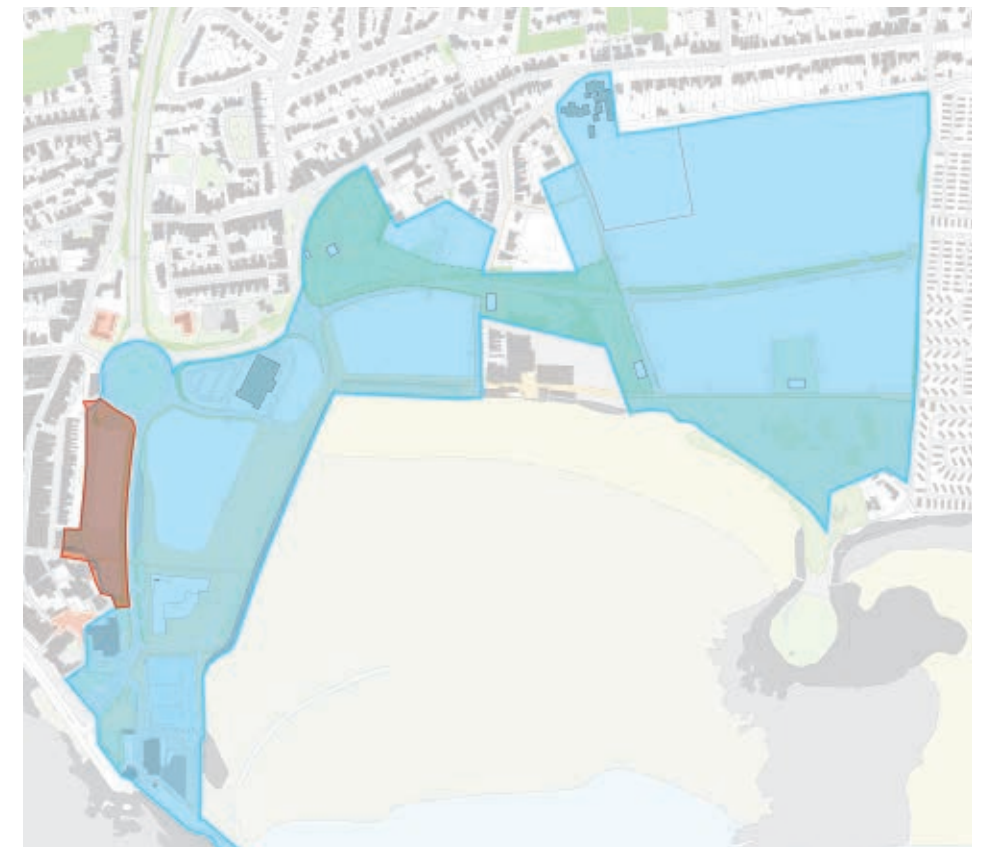
The larger northern site will accommodate a new multi storey car park enabling more ground floor space to be given over to public realm and development. Consideration should be given to alternative future uses as, overtime, the aspiration is that travel to Porthcawl Waterfront will be principally by public transport including park and ride schemes, greatly reducing the number of private vehicles requiring parking facilities. Consultations confirmed widespread support for the concept of a multi storey car park whilst recognising it will change the immediate outlook of properties on Hillsboro Place.

The MSCP could present a fairly long elevation to Portway which will need to be well designed and of high quality, sitting behind a new avenue of trees and green space. It is anticipated that this elevation will be modulated and punctuated vertically. The orientation offers good opportunities for ‘living wall’ solutions. Presentation of the MSCP to the Portway roundabout will also be important, demanding something better than a ‘standard MSCP design approach’.









The MSCP should be positioned toward the Portway and away from the rear of Hillsboro Place as far as is practical and in accordance with Rights of Light legislation.

A commercial or mixed use development is positioned north of Dock Street to provide active frontage along this key pedestrian and cycle route. This development should be of two or three storeys in height and there is potential for a contemporary ‘box park’ type development whilst recognising the site is located within the Conservation Area. This development would be serviced from the north alongside the MSCP.

The southern area of site offers an excellent opportunity for pop up style activities, market stalls and coffee/snack outlets. These could involve some form of permanent structure/framework or be entirely removable.



4.5 HILLSBORO

-  Important corner on approach
-  Vehicular Access
-  Potential Service Access
-  Community / Commercial opportunity
-  Important Facade - High quality and modulated
-  Frontage
-  MSCP
-  Conservation Area



4.6 SANDY BAY WEST

This area comprises of Coney Beach, an existing funfair in private ownership, Griffin Park and the southern end of Mackworth Road.

Griffin Park will be remodelled, enhanced and extended up through the rear of Coney Beach. The existing level change of approximately 4m will be remodelled to accommodate a new route with both vehicles and active travel. The level change will remain in part offering opportunities for this to be designed positively into the extended park. This park space will continue into the former Monster Park area, which is retained as green space aside from accommodating the new access road and active travel route and eventually lead onto the Relic Dunes.

The new access road will be at grade where it crosses Mackworth Road, which will be stopped up to vehicular traffic at the northern edge of the new access road. Pedestrians and cyclists will travel freely along the entire length of Mackworth Road from New Road to beach front. Access to existing homes and High Tide will be from the new access road and new roundabout on New Road, removing this traffic from the northern residential stretch of Mackworth Road.

The new access road will provide vehicular access into a residential development to the north, adjoining existing residential properties and a larger scale mixed use development to the south and fronting Sandy Bay. The northern development will include a number of homes fronting and accessed from Mackworth Road as a continuation of the established urban grain.











The southerly development will be four or five storeys in height, with the taller development facing south onto Sandy Bay and a reinvigorated promenade space. This will read as a continuation of the frontages and building heights along Eastern Promenade and Salt Lake North. Homes within the northern area of site will be of two or three storeys.

A community building or public amenity space may be created east of Mackworth Road adjacent to the former Monster Park creating an opportunity to provide amenity in support of new leisure uses within the park. This building would be of one or two storeys in height.

The southerly development has important frontages to all four outward facing edges with access principally from the new access road and potentially also from the southern leg of Mackworth Road. A central courtyard is envisaged providing landscaped parking and servicing for residents but also permeable to the public. The most critical frontage is that toward the promenade which should continue the theme of active, vibrant ground floor frontage with inside/outside spaces for retail, eating and drinking. The northwest corner onto the new roundabout is important as are the elevated frontages that will be viewed across Griffin Park.



4.6 SANDY BAY WEST

-  Change in level (Approx. 4m)
-  New Roundabout
- New Vehicular Access Route cut into level change
-  Mackworth Road stopped off at new access road - pedestrian / cycle access only
-  Corners of development to be expressed
-  All perimeter is important Frontage
-  Parking and servicing from inner courtyard
-  Active frontage at ground floor
-  Griffin Park extended onto higher plateau
-  High quality public realm
-  Community building



4.7 SANDY BAY EAST

This large 6.17 ha site principally comprises the former caravan park and the former Monster Park which is being retained as open green space to link Griffin Park with the Relic Dunes.

The new access road which caters for vehicles and active travel cuts through the northern edge of the Monster Park which will be adapted to accommodate a range of outdoor activities suited to a woodland setting. This may include adventure play, an outdoor gym, exercise and nature trails, cycling and performance events. There is opportunity for a community building or shelter where the extended green space meets the Relic Dunes track east of High Tide, working in tandem with a community facility at the Mackworth Road end.

The arrangement of vehicular, pedestrian and cyclist circulation within the site will be a matter for future design but all circulation routes should be well structured and legible promoting high levels of safety and wellbeing through passive surveillance, long open lines of sight, good lighting and the regular use of wider open space with movement possible in multiple directions. Extensive lengths of garden or perimeter walls onto circulation routes will not be appropriate.

This Placemaking Strategy suggests that there is a strong continuation of the access road eastward through the site as an organising artery. However, other solutions may be brought forward, recognising that this continuation potentially has Rhych Avenue as its end point and there should be no vehicular connection between the development and Rhych Avenue, other than for emergency access. This route would however enable active travel from Trecco Bay through the development and into town.

Sandy Lane should not be passable to vehicles beyond the extended school site, except for emergency access, whilst promoting active travel. An area of development west of Sandy Lane will be accessed by vehicles from the new access road.

A regular grain of development is anticipated reflecting the grain of existing homes north of the site and avoiding a sinuous network of roads that would tend towards being less legible and more difficult to navigate. This approach will also enable more efficient land use leading to better opportunities to provide pockets of open space that are publically accessible and not locked away in private gardens.

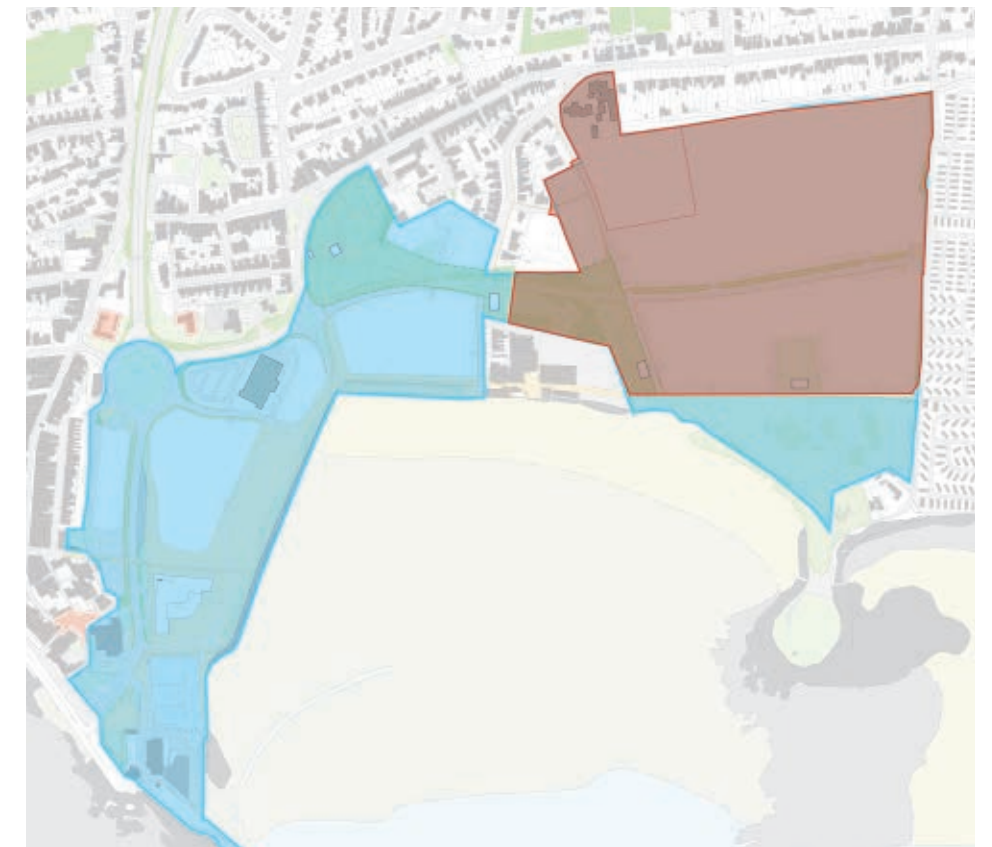
Whilst the plan form assumes a degree of formality, new homes should be entirely contemporary and well designed using high quality materials. Homes should be designed to respond to growing demands for home working space and also the drive towards zero carbon and energy. In order to promote greener travel, whilst recognising modal shift will take time, car spaces should be limited to two per dwelling.

Highway and public realm design should be of the highest quality incorporating tree planting, rain gardens and an integrated sustainable urban drainage solution that promotes biodiversity.








Development towards existing properties on New Road should be two storeys rising to three storey in the centre of the scheme with four storey development possible along the southern boundary to the Relic Dunes taking advantage of the aspect and orientation.

The track along the southern boundary will be for active travel and there is an opportunity to punctuate this route with an open green space that can be enjoyed by both residents and the public. There could be some further community aspect to this space depending on the demand and distribution of community facilities elsewhere and a facility at the junction with Rhych Avenue is also an option. Frontages onto this open green space should be particularly well considered.

An area has been set aside adjacent to the existing Newton Primary School to enable expansion or a new school facility. This creates two new lengths of boundary to the main housing development area and the housing should not turn its back completely on the extended school. Access into the school directly from the new housing would be beneficial subject to detailed design of the school and access control.



4.7 SANDY BAY EAST

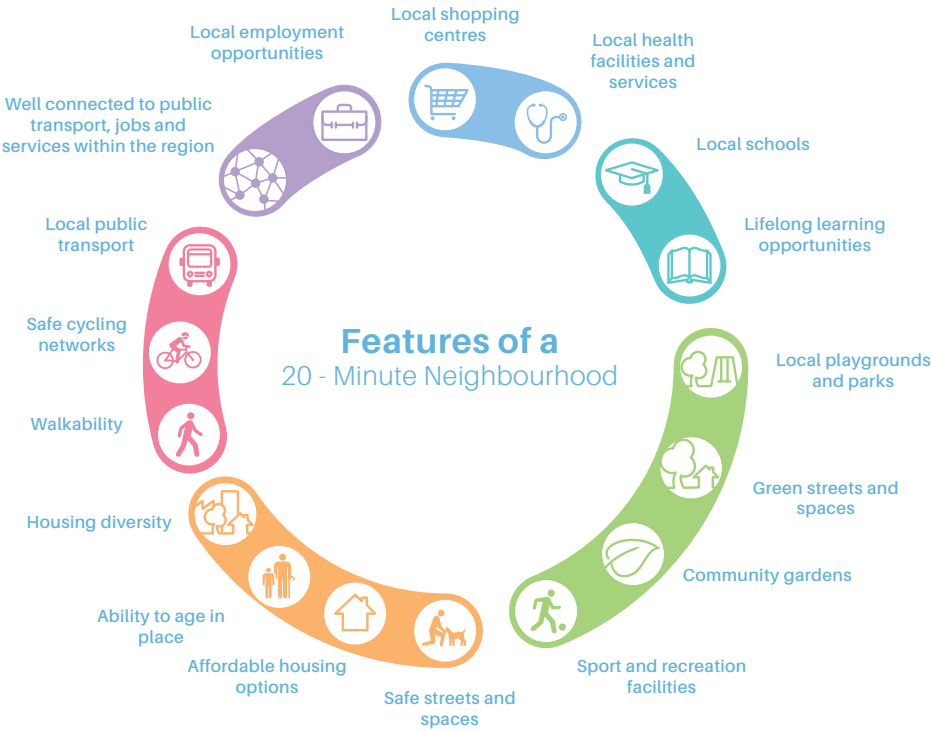
-  Primary access
-  Visual Stop to Primary Route - Public space / Artwork
-  Important corners
-  Gateway
-  Community Facility
-  Primary Frontage
-  Open space to address potential school access
- Landscaped Active Travel route with homes' frontagesAll perimeter is important Frontage



4.8 SUMMARY REVIEW AGAINST KEY GOALS

The following table records a high level review of each development area against the principles set out within the 20 Minute Neighbourhood Concept and Wellbeing of Future Generations Act.

Future development plans should also be measured against these benchmarks.







4.8 SUMMARY REVIEW AGAINST THE 20 MINUTE NEIGHBOURHOOD CRITERIA

The table below sets out opportunities which could be realised subject to further design and viability:




20 MINUTE NEIGHBOURHOOD CRITERIA	SALT LAKE SOUTH	SALT LAKE CENTRAL	SALT LAKE NORTH	HILLSBORO	SANDY BAY WEST	SANDY BAY EAST
SCHOOLS AND LEARNING	<ul style="list-style-type: none"> Outdoor museum and learning trail; Outdoor learning spaces; Work experience within leisure industry 	<ul style="list-style-type: none"> Outdoor museum and learning trail; Flexible community space for outreach, classrooms, arts and crafts workshops and adult education; Work experience 	<ul style="list-style-type: none"> Work experience in retail Learning trail 	<ul style="list-style-type: none"> Work experience in retail Learning trail School / College pop up market stalls 	<ul style="list-style-type: none"> Outdoor Learning Spaces; Community Hub; Nature trail; Sports Clubs Work experience 	<ul style="list-style-type: none"> Expanded/new Primary School; Outdoor Learning Spaces; Community Hub; Nature trail;
OUTDOOR AMENITY AND LEISURE	<ul style="list-style-type: none"> New Piazza; Outdoor Performance area; Gym; Cafes and restaurants; Links to marina and beach; 	<ul style="list-style-type: none"> Beach; Multi purpose outdoor space; Permanent and temporary facilities, fairs, mini golf, cycling and gym; Indoor space for clubs, leisure, and gyms 	<ul style="list-style-type: none"> Access to Beach; 	<ul style="list-style-type: none"> Pop up activities 	<ul style="list-style-type: none"> Enhanced Park; Formal Play; Cycling; Bowls; Access to Beach; Outdoor Gym 	<ul style="list-style-type: none"> Retained Parkland; Adventure Play; Cycling; Outdoor Gym; Access to dunes and beach;
HOMES AND STREETS	<ul style="list-style-type: none"> High quality flexible public realm; Public terraces; Extended Dock Street; Safe overlooked spaces; 	<ul style="list-style-type: none"> 200 new homes of mixed tenure; Large open spaces well overlooked; Spaces to Play Natural supervision 	<ul style="list-style-type: none"> 50 new homes; Potential for assisted living; Public realm 	<ul style="list-style-type: none"> Potential homes above commercial; Landscaped boulevard 	<ul style="list-style-type: none"> New Homes of mixed tenure; Frontages onto high quality streetscape; Well overlooked courtyard; New vehicular and active travel artery; 	<ul style="list-style-type: none"> New homes of mixed tenure; High quality streets and open space;
TRAVEL AND CONNECTIVITY	<ul style="list-style-type: none"> Close to new bus interchange; Cycle Hub; Close to new MSCP; Located on Coastal Path; Enhanced link to Town Centre; 	<ul style="list-style-type: none"> New bus interchange; Cycle Hub; Close to MSCP; On Coastal Path; Good link to Town Centre; 	<ul style="list-style-type: none"> Active Travel; On Coastal Path; Connection to beach Connection to park 	<ul style="list-style-type: none"> Parking Close to Bus interchange and Cycle Hub; Direct connection to town centre 	<ul style="list-style-type: none"> Short walk to Bus Interchange and Cycle Hub; On Coastal Path; New link from Griffin Park to Sandy Bay 	<ul style="list-style-type: none"> New access Road and Active Travel routes; On Coastal Path; Connected to Trecco Bay Connected back to New Road
JOBS AND SERVICES	<ul style="list-style-type: none"> Hotel; Cafes; Restaurants; 	<ul style="list-style-type: none"> Cafes; Restaurants; Shops; Community Spaces; Job Clubs; Shared Workspaces; Social Enterprise 	<ul style="list-style-type: none"> Community Hub; Retail Carework 	<ul style="list-style-type: none"> Retail Social Enterprises through pop ups 	<ul style="list-style-type: none"> Leisure and Retail Community Hub 	<ul style="list-style-type: none"> Extended School; Parks and public realm maintenance work Conservation work Council Services
SHOPPING AND HEALTH	<ul style="list-style-type: none"> Potential local retail; Gym Town centre access Active Travel 	<ul style="list-style-type: none"> Local retail; Flexible Space for Health Centre or Outreach; Town Centre access Gym Active Travel 	<ul style="list-style-type: none"> Foodstore; Town Centre access Elderly Care Active Travel 	<ul style="list-style-type: none"> Pop up retail and markets; Close to Town Centre Active Travel 	<ul style="list-style-type: none"> Leisure and Retail onto Promenade; Close to Foodstore and Town Centre; Active Travel 	<ul style="list-style-type: none"> 5 minutes walk to Food Store; 10 minutes walk to Town Centre; Potential Car Share and local delivery services; Outdoor leisure/gym Active Travel

4.8 SUMMARY REVIEW AGAINST THE WFGA CRITERIA

The table below sets out opportunities which could be realised subject to further design and viability:

WFGA CRITERIA	SALT LAKE SOUTH	SALT LAKE CENTRAL	SALT LAKE NORTH	HILLSBORO	SANDY BAY WEST	SANDY BAY EAST
 A PROSPEROUS WALES	<ul style="list-style-type: none"> • Mixed Use Leisure site to create destination and enhance tourist appeal • Provide local employment opportunities: <ul style="list-style-type: none"> • Hotel; • Cafe; • Restaurants 	<ul style="list-style-type: none"> • Flexible community space for outreach and adult education; • High quality Low Energy Homes • Shared Workspaces; • Affordable Homes 	<ul style="list-style-type: none"> • High quality Low Energy Homes • Employment opportunity: Foodstore • Affordable Homes 	<ul style="list-style-type: none"> • Commercial and retail opportunities / jobs • Social enterprise 	<ul style="list-style-type: none"> • High quality Low Energy Homes • Employment Opportunities; Leisure and Retail • Affordable Homes 	<ul style="list-style-type: none"> • High quality Low Energy Homes • Affordable Homes
 A RESILIENT WALES	<ul style="list-style-type: none"> • Enhanced sea defences • Metro Link to promote sustainable travel and reduce reliance on cars • Potential for Renewable Energy generation 	<ul style="list-style-type: none"> • High quality Low Carbon Homes • Potential for Renewable Energy generation • Efficient use of land • Enhanced sea defences • Metro Link to promote sustainable travel and reduce reliance on cars • SUDs including rain gardens, swales and attenuation areas 	<ul style="list-style-type: none"> • High quality Low Carbon Homes • Potential for Renewable Energy generation • Enhanced sea defences • SUDs including rain gardens, swales and attenuation areas 	<ul style="list-style-type: none"> • MSCP to feature green walls to improve air quality and biodiversity • SUDs including rain gardens, swales and attenuation areas 	<ul style="list-style-type: none"> • High quality Low Carbon Homes • Potential for Renewable Energy generation • Efficient use of land • Extended Griffin and Monster parks to enhance and protect Biodiversity • Enhanced sea defences • SUDs including rain gardens, swales and attenuation areas 	<ul style="list-style-type: none"> • High quality Low Carbon Homes • Potential for Renewable Energy generation • Efficient use of land • Extended Monster parks to enhance and protect Biodiversity • Relic Dunes biodiversity • SUDs including rain gardens, swales and attenuation areas
 A MORE EQUAL WALES	<ul style="list-style-type: none"> • Proximity to Town Centre and access to local services / facilities • Community engagement in design process 	<ul style="list-style-type: none"> • Proximity to Town Centre and access to local services / facilities • Mixed tenure development • Community engagement in design process • Affordable Homes 	<ul style="list-style-type: none"> • Proximity to Town Centre and access to local services / facilities • Potential for assisted living; • Community engagement in design process • Affordable Homes 	<ul style="list-style-type: none"> • Community engagement in design process • Pop up stalls / social enterprise 	<ul style="list-style-type: none"> • Proximity to Town Centre and access to local services / facilities • Mixed tenure development • Community engagement in design process • Affordable Homes 	<ul style="list-style-type: none"> • Proximity to Town Centre and access to local services / facilities • Mixed tenure development • Community engagement in design process • Affordable Homes
 A HEALTHIER WALES	<ul style="list-style-type: none"> • Provision of Active Travel routes • Located on Coastal Path 	<ul style="list-style-type: none"> • Provision of Active Travel routes • Located on Coastal Path • Flexible Space for Health Centre or Outreach; • Proximity to beach and Outdoor spaces • Outdoor leisure • Outdoor gym 	<ul style="list-style-type: none"> • Potential for assisted living; • Provision of Active Travel routes • Located on Coastal Path • Proximity to beach and Outdoor spaces 	<ul style="list-style-type: none"> • Provision of Active Travel routes • MSCP to feature green walls to improve air quality 	<ul style="list-style-type: none"> • Provision of Active Travel routes • Proximity to beach and extended Griffin / Monster Park 	<ul style="list-style-type: none"> • Provision of Active Travel routes • Outdoor leisure • Outdoor gym • Proximity to beach and extended Griffin / Monster Park

4.8 SUMMARY REVIEW AGAINST THE WFGA CRITERIA

WFGA CRITERIA	SALT LAKE SOUTH	SALT LAKE CENTRAL	SALT LAKE NORTH	HILLSBORO	SANDY BAY WEST	SANDY BAY EAST
<div>  <div> A WALES OF COHESIVE COMMUNITIES </div> </div>	<ul style="list-style-type: none"> • High quality flexible public realm; • Public terraces; • Extended Dock Street and integration with Town Centre; • Metro Link to provide safe and sustainable transport system • Safe overlooked spaces; 	<ul style="list-style-type: none"> • Extended Dock Street and integration with Town Centre; • Metro Link to provide safe and sustainable transport system • Safe overlooked spaces; • Safe and affordable homes • Flexible space for clubs • mixed uses 	<ul style="list-style-type: none"> • Safe overlooked spaces; • Safe and affordable homes 	<ul style="list-style-type: none"> • Safe overlooked spaces; • Metro Link to provide safe and sustainable transport system 	<ul style="list-style-type: none"> • Safe overlooked spaces; • Safe and affordable homes • mixed uses 	<ul style="list-style-type: none"> • Safe overlooked spaces; • Safe and affordable homes
<div>  <div> A WALES OF VIBRANT CULTURE & THRIVING WELSH LANGUAGE </div> </div>	<ul style="list-style-type: none"> • Placemaking to create a sense of belonging and local distinctivness • Outdoor museum and learning trail; • Outdoor learning spaces; 	<ul style="list-style-type: none"> • Placemaking to create a sense of belonging and local distinctivness • Outdoor museum and learning trail; • Flexible community space for outreach and adult education; • Multi purpose outdoor space; • Permanent and temporary facilities, fairs, mini golf, cycling and gym; 	<ul style="list-style-type: none"> • Placemaking to create a sense of belonging and local distinctivness 	<ul style="list-style-type: none"> • Flexible temporary community event space 	<ul style="list-style-type: none"> • Placemaking to create a sense of belonging and local distinctivness • Flexible community space • Learning / history trail 	<ul style="list-style-type: none"> • Placemaking to create a sense of belonging and local distinctivness • Flexible community space • Learning / history trail
<div>  <div> A GLOBALLY RESPONSIBLE WALES </div> </div>	<ul style="list-style-type: none"> • Reduced ecological footprint of development • Reduced greenhouse gases emissions 	<ul style="list-style-type: none"> • Flexible community space for outreach and education; • Reduced ecological footprint of development • Reduced greenhouse gases emissions 	<ul style="list-style-type: none"> • Reduced ecological footprint of development • Reduced greenhouse gases emissions 	<ul style="list-style-type: none"> • Reduced ecological footprint of development • Reduced greenhouse gases emissions 	<ul style="list-style-type: none"> • Flexible community space for outreach and education; • Reduced ecological footprint of development • Reduced greenhouse gases emissions 	<ul style="list-style-type: none"> • Flexible community space for outreach and education; • Reduced ecological footprint of development • Reduced greenhouse gases emissions





5.0 NEXT STEPS

5.1 NEXT STEPS

Following the adoption of this Placemaking Strategy, individual development areas will be brought forward in a planned and coordinated manner to maximise the short and long term benefits to Porthcawl and taking account of deliverability, viability, required infrastructure, phasing logistics, tourism and business disruption.

It is anticipated that suitable development partners will be identified to work in collaboration with the council in order to deliver the ambitions and aspirations for the town. They will be responsible for the detailed design of future developments, guided by development briefs or design codes which follow the principles identified in this Placemaking Strategy.

There is an expectation that these detailed development plans will be created in consultation with key stakeholders and the people of Porthcawl in accordance with good Placemaking practice. It will be particularly important to engage with young people of Porthcawl through clubs and schools to ensure their voices and ideas are heard.

Realisation of the Waterfront development will require a good number of years in its planning and delivery and opportunities for 'meanwhile' developments and uses that support the long term ambitions of this Placemaking Strategy should also be taken.

The image opposite shows how the key principles and strategies set out for each development area and the public open space combine to create a comprehensive and cohesive Placemaking Strategy for Porthcawl Waterfront to inform future development.



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